

## **FACTSHEET**

**TITLE:** **COMPREHENSIVE PLAN AMENDMENT NO. 03001**, by the Director of Planning, at the request of the Public Works and Utilities Department, the Parks and Recreation Department and the Pedestrian-Bicycle Advisory Committee, to update the Bicycle and Trails element of the 2025 Lincoln/Lancaster County Comprehensive Plan.

**STAFF RECOMMENDATION:** Approval.

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 05/21/03  
Administrative Action: 05/21/03

**RECOMMENDATION:** **Approval** (6-0: Carlson, Larson, Duvall, Taylor, Steward and Schwinn voting 'yes'; Bills-Strand and Krieser absent).

### **FINDINGS OF FACT:**

1. The staff recommendation to **approve** this amendment is based upon the "Status/Description" and "Comprehensive Plan Implications" as set forth in the staff report on p.2-3, concluding that:
  - A. At the February 11, 2003 Pedestrian and Bicycle Advisory Committee meeting, the amendment was accepted with unanimous committee support and recommended for consideration during the Annual Comprehensive Plan Review.
  - B. The amended Trails & Bicycle Facilities Plan map will provide for a combination of pedestrian/bicycle trails and on street bike routes to complete a single interconnecting on-street route and trail system. The new map includes two new categories: "Trail Location or On-Street Bike Route to be determined", where a general location is known but the specific alignment requires further study, and "Preserve Trails ROW", where the trail may not be built in the planning period but the right-of-way should be preserved.
  - C. The amendment also includes a new strategy on trail/arterial grade separations in order to increase pedestrian safety at all trail/arterial crossings. This amendment includes the addition of "grade separated crossings" to the Trails & Bicycle Facilities Plan map, and includes the language to consider grade-separated crossings in all cases where trail/arterial street intersections do not coincide with arterial/arterial street crossings.
2. The minutes of the Planning Commission are found on p.5.
3. There was no testimony in opposition.
4. On May 21, 2003, the Planning Commission agreed with the staff recommendation and voted 6-0 to recommend **approval**.

**FACTSHEET PREPARED BY:** Jean L. Walker

**DATE:** June 23, 2003

**REVIEWED BY:** \_\_\_\_\_

**DATE:** June 23, 2003

**REFERENCE NUMBER:** FS\CC\2003\CPA.03001

## 2003 COMPREHENSIVE PLAN ANNUAL REVIEW

### Comprehensive Plan Amendment No. 03001 Trails Plan Update

Applicant	Location	Proposal
Public Works and Utilities Department, Parks and Recreation Department, Pedestrian-Bicycle Advisory Committee	City of Lincoln and surrounding area	Amend the Future Conditions: Mobility & Transportation sections to update the <u>Bicycle and Trails</u> element
<b>Recommendation:</b> Approval		

#### Status/Description

The Pedestrian and Bicycle Advisory Committee along with Public Works & Utilities Department and Parks and Recreation Department completed a detailed review of the Lincoln Area Current and Future Trails and On-Street Bicycle Route Network. This review identified additional bike route and trail extensions needed to complete the Bicycle/Trail System. This update is a follow-up on the goals and strategies in the Bicycle and Trails Plan, which call for the establishment of a future system that include a combination of bicycle trails, bike routes, and bicycle lanes. Review included evaluation and updating of the 1) Existing On Street Routes, 2) Existing and Future Trails and 3) Existing and Future Grade Separations.

#### Comprehensive Plan Implications

##### **Extension of the Trail and Bike Route System**

This examination was guided by the primary goals of having a pedestrian/bicycle trail within one mile of all residences in the city and to provide a safer, more efficient pedestrian and trails system that may encourage more people to consider walking or cycling as viable transportation modes. This system of trails is linked with a system of On-Street Bike Routes to complete the connectivity throughout the urban area. The strategies included the following:

- Extend the bicycle and trails system into the new neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas.
- Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system.
- Develop minimum bicycle and trail standards for all new roadways and reconstruction of existing roadways.
- Develop an interconnected system of trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines and between drainage basins. (Page F 94 and F 95)

The Pedestrian and Bicycle Advisory Committee recommendations are to update the Trails & Bicycle Facilities Plan map, page F 95, and to add to the future Trail and On-Street Bike Route system as shown on the attached map. This provides for a combination of pedestrian/bicycle trails and on-street bike routes to complete a single interconnecting system.

This proposal includes two new map categories identified below. The first category allows for the consideration of either a trail or bike route connection through a corridor that may not be able to be determined at this time to be considered in future project planning activities. This will allow the project development process to better address the appropriate connection. The second proposed category is to preserve right of way for a future trail. This designation will allow a trail corridor or easement for a future trail that may not be completed within the current planning period to be preserved. The two new map categories include the following:

**Trail Location or On-Street Bike Route to be determined.** This designation is to identify the future location for either a Future Trail corridor or On-Street Bike Route to be determined at the time of project development.

**Preserve Trails ROW.** This designation is to preserve a trail corridor or easement for a future trail that may not be completed within the current planning period.

### **Grade Separated Trail Crossings**

The Public Works Department and the Parks & Recreation Department, along with the Pedestrian and Bicycle Committee, would like to enhance pedestrian and bicycle safety by proposing that “grade separated crossings be considered at all trail/arterial street intersection that do not coincide with arterial/arterial separated crossings.”

There are a number of grade separated crossings currently recommended in this amendment that reflect grades suitable for structures. This proposal is to further promote the consideration of additional separated trail crossings at all arterial streets where suitable. This consideration is especially important during preliminary roadway design so that it can be more easily included and implemented in final designs. In addition, this helps in addressing funding for roadways and trail crossings early on in the process.

Recreational users are less likely to use trails when they must cross busy streets based on their perceived safety of the route. Including grade separations for trail users at all trail/arterial street intersections may promote greater use of the trail system due to the elimination of safety concerns and time delays associated with crossing major streets. Commuter cyclists are more likely to consider the value of time involved in their decision to ride to destinations as opposed to driving. Street users are also benefitted in that traffic signals for crossings are not required, allowing greater safety and efficiency on the street system.

This recommendation is to include all additional facility grade separations on the Trails & Bicycle Facilities Plan map on page F 95, and the following wording to guide future trail development.

“Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.”

The major negative impact of this proposal is an increased cost in the construction of future trails. By identifying these structures prior to street projects proceeding forward, the opportunity for gaining state or federal funding for them is increased.

## Conclusion

At the February 11, 2003 Pedestrian and Bicycle Advisory Committee meeting, the amendment was accepted with unanimous committee support and recommended for consideration during the Annual Comprehensive Plan Review.

The amended Trails & Bicycle Facilities Plan map will provide for a combination of pedestrian/bicycle trails and on street bike routes to complete a single interconnecting on-street route and trail system. The new map includes two new categories “Trail Location or On-Street Bike Route to be determined” and “Preserve Trails ROW.”

The amendment also includes a new strategy on trail/arterial grade separations in order to increase pedestrian safety at all trail and arterial crossings. This amendment includes the addition of “grade separated crossings” to the Trails & Bicycle Facilities Plan map and includes the language to guide future trail/arterial crossing development where trail/arterial street intersections do not coincide with arterial/arterial street crossings.

Amend the Comprehensive Plan as follows:

1. Amend the Trails & Bicycle Facilities Plan map, page F 95, to add to the future Trail and On-Street Bike Route system as shown on the attached map.
2. Amend the strategies on page F 95 to add the following:

“Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.”

# COMPREHENSIVE PLAN AMENDMENT NO. 03001

## **PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 21, 2003

Members present: Carlson, Larson, Duvall, Taylor, Steward and Schwinn; Krieser and Bills-Strand absent.

Staff recommendation: Approval.

Proponents:

**1. Mike Brienzo of Public Works** appeared to answer any questions. This plan has been reviewed by the Pedestrian Bicycle Committee; their recommendation was forwarded to the MPO Technical Committee; and it is their recommendation that is before the Planning Commission today.

Carlson inquired about the identification of the bicycle/pedestrian corridor in and out of Downtown which was called for in the Comprehensive Plan. Brienzo explained that the plan does identify the need for the study of bike lanes and the staff intends to move that forward along with the new Downtown plan in terms of traffic.

Steward clarified that Brienzo is speaking of a subarea plan for Downtown that is intended but not yet begun. Brienzo concurred. There has been talk about looking at the overall Downtown circulation in terms of pedestrians and bicycles as well as traffic.

There was no testimony in opposition.

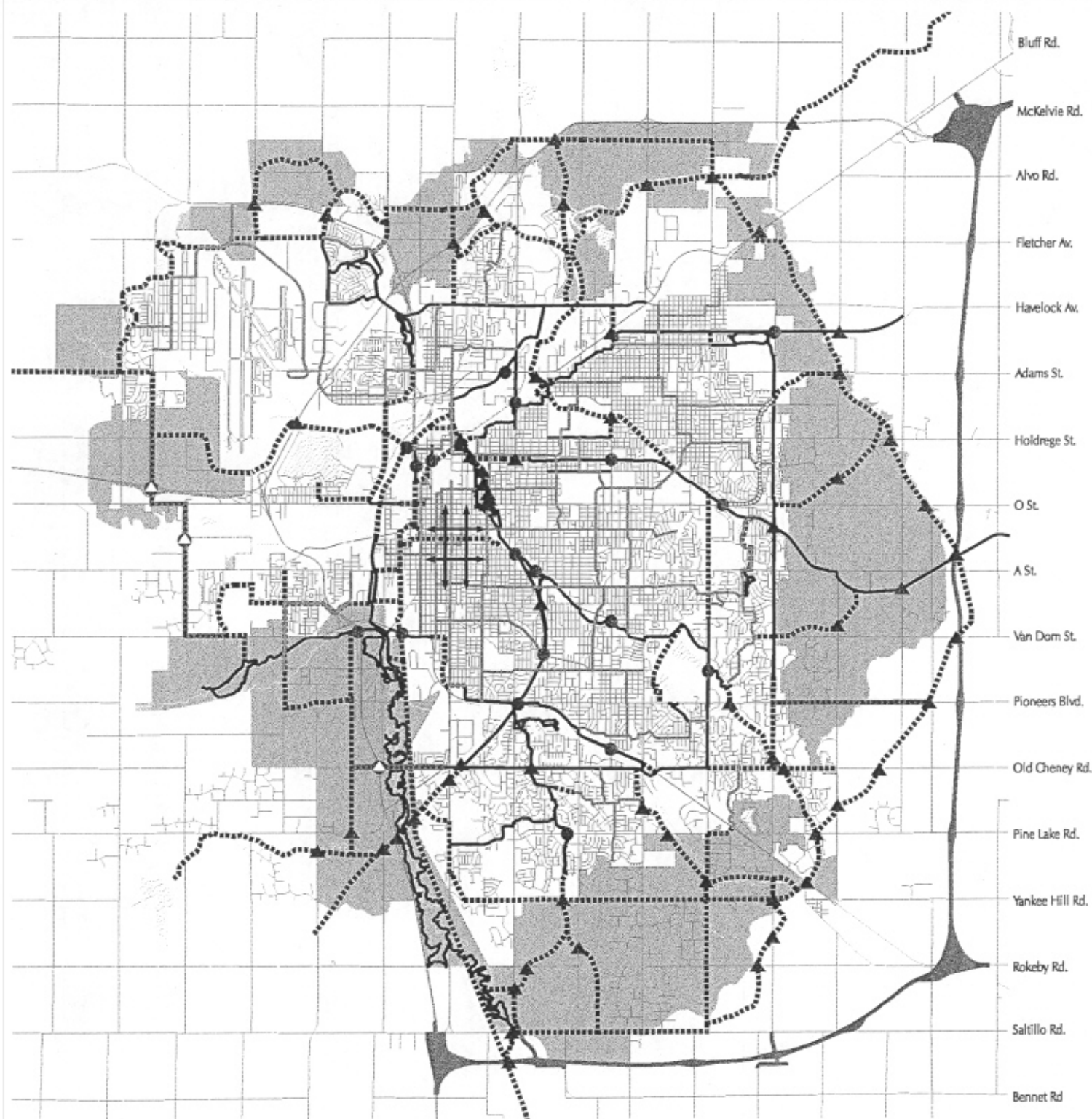
## **COMPREHENSIVE PLAN AMENDMENT NO. 03001**

### **ADMINISTRATIVE ACTION BY PLANNING COMMISSION:**

May 21, 2003

Duvall moved approval, seconded by Larson and carried 6-0: Carlson, Larson, Duvall, Taylor, Steward and Schwinn voting 'yes'; Krieser and Bills-Strand absent.

# LINCOLN AREA CURRENT AND FUTURE TRAILS NETWORK



SW 70th St SW 56th St SW 40th St SW 27th St SW 12th St S 1st St S 14th St S 27th St S 40th St S 56th St S 70th St S 84th St S 98th St S 110th St S 120th St S 134th St

## ~ L E G E N D ~

- |                             |   |                              |
|-----------------------------|---|------------------------------|
| — Current Trails            | ● Existing Grade Separation                     | --- Lincoln Corporate Limits |
| - - - Future Trails         | ▲ Proposed Grade Separation                     | ▨ Future Service Limit       |
| — Existing On Street Routes | ↑↑ Bike Lanes                                   | — Belway Corridor            |
| ▨ Preserve Trail ROW        | ○ Trail Location or Bike Route to be Determined |                              |



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